

BookletChartTM

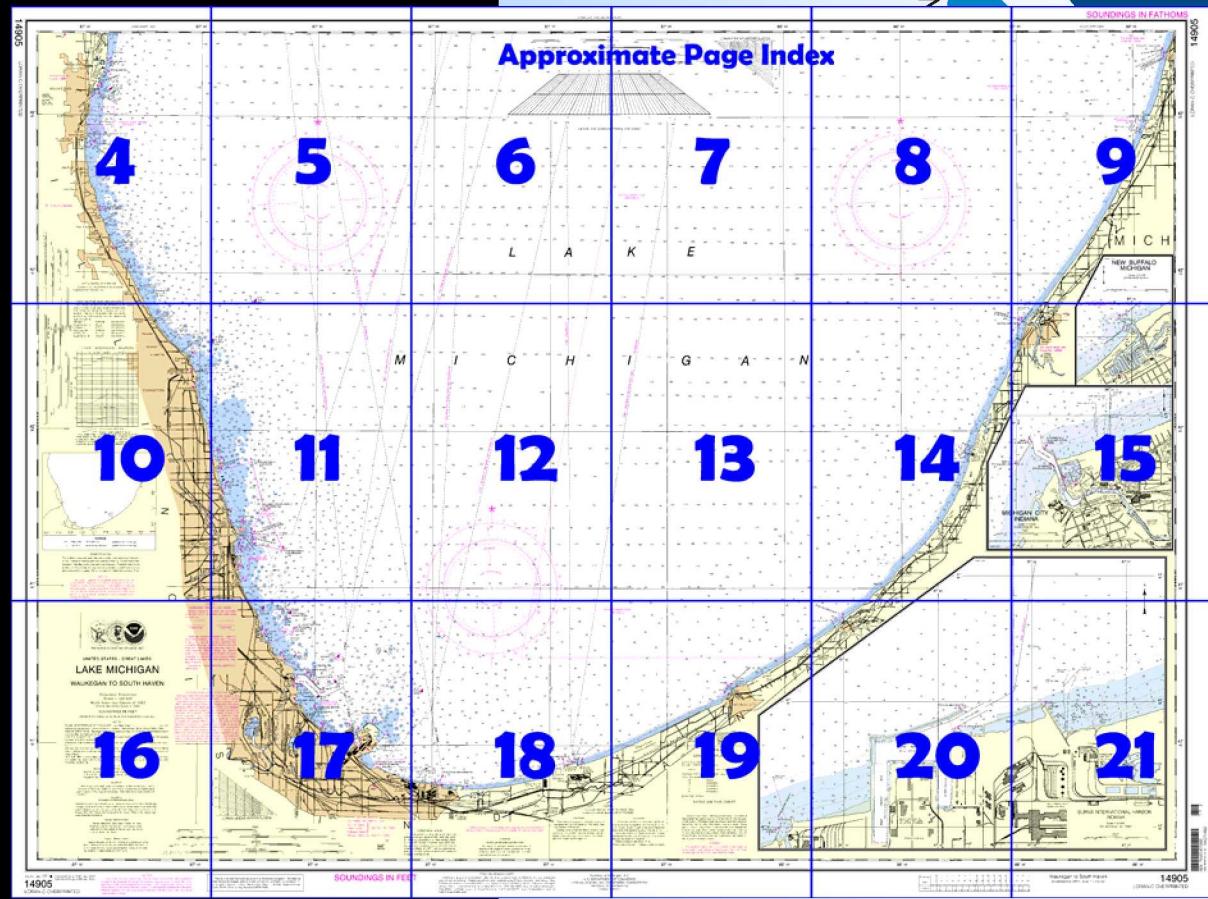
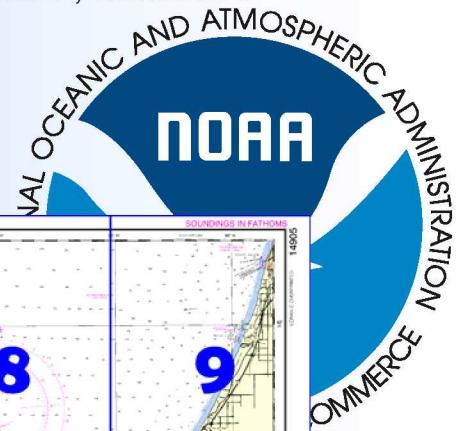
Lake Michigan - Waukegan to South Haven

(NOAA Chart 14905)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 11 excerpts]

(366) The **St. Joseph River** flows into Lake Michigan 22 miles SSW of South Haven and 107 miles S of Little Sable Point. The port cities of **St. Joseph, Mich.,** and **Benton Harbor, Mich.,** are on the W and E sides of the river, respectively.

(368) **St. Joseph North Pierhead Light** (42°07.0'N., 86°29.7'W.), 31 feet above the water, is shown from a white cylindrical tower on the outer end of the N pier; a fog signal is at the light. This light is sometimes obscured by city lights in the background.

(369) A dredged entrance channel leads from deep water in Lake Michigan between parallel piers through the mouth of St. Joseph River upstream for about 1 mile to the junction with **Paw Paw River**. The outer ends of the piers are marked by lights, and the N pier has an inner light. Turning basins are on the N side of the channel just below the junction

with Paw Paw River and on the SE side of the channel below the Twin Cities Bicentennial Bridge. A canal extends through the mouth of the Paw Paw River and continues E to Riverview Drive.

(374) **Morrison Channel** cuts across the S turn in the St. Joseph River leaving the river about 1 mile above the pierheads and rejoining it about 2.5 miles above the pierheads. The channel is separated from the river channel by **Marina Island**. In 1971, Morrison Channel had a centerline controlling depth of 6 feet.

(376) **St. Joseph Coast Guard Station** is near the inner end of the N pier.

(387) **New Buffalo, Mich.**, is a small-craft harbor about 25 miles SW of St. Joseph and about 10 miles NE of Michigan City.

(388) A dredged entrance channel leads E from deep water in Lake Michigan between converging breakwaters, thence SE to the mouth of the **Galien River** and upstream for about 0.2 mile. The outer ends of the breakwaters are marked by lights. Private, seasonal buoys mark shoaling near the S channel edge in the approach to the harbor, just inside the breakwaters. In August 2004, the controlling depth was 6.3 feet in the entrance to the mouth of the Galien River.

(392) **Michigan City, Ind.**, is a small-craft and fishing harbor at the mouth of **Trail Creek**, 35 miles SSW of St. Joseph and 38 miles SE of the mouth of the Chicago River.

Prominent features

(393) A cooling tower and the tallest of four stacks, S and SSE of the harbor entrance respectively, are prominent.

(394) **Michigan City East Pierhead Light** (41°43.7'N., 86°54.7'W.), 55 feet above the water, is shown from a white octagonal tower with a red roof and an attached building on the outer end of the E pier; a fog signal is at the light.

(399) **Michigan City Coast Guard Station** is on the E side of the harbor entrance.

(401) The municipal marina on the E side of the entrance channel provides transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out, and launching ramps. Marine supplies and hoists to 50 tons for hull, engine, and electronic repairs are available at several marinas in the lower mile of Trail Creek.

(407) **Burns International Harbor**, 14 miles SW of Michigan City, is an artificial harbor formed by a breakwater extending lakeward from the shore and turning E to enclose a harbor basin and two dredged arms which extend S from the basin into the shoreline. The harbor is entered SW from deep water in Lake Michigan on the S side of the breakwater. The NW corner and E end of the breakwater, and the S side of the harbor entrance, are marked by lights.

(425) A marina on the W side of Portage-Burns Waterway about 0.8 mile above the entrance provides transient berths, gasoline, water, electricity, sewage pump-out, limited marine supplies, a launching ramp, and a 12-ton hoist.

(426) **Gary Harbor** is a private harbor at the S extremity of Lake Michigan, about 22 miles SW of Michigan City and 14 miles SE of Calumet Harbor entrance. The entirely artificial harbor was developed and is owned by United States Steel Corp.

(434) **Buffington Harbor**, a private harbor owned by the Lehigh Portland Cement Co., is about 3 miles SE of Indiana Harbor and 4.5 miles NW of Gary Harbor. The harbor is built in the lake in front of the company's plant on bulkheaded and filled land that extends 2,400 to 2,900 feet beyond the natural shoreline.

(439) **Indiana Shoals**, an extensive bank in the approaches to Indiana Harbor and Calumet Harbor, extends about 5 miles NE from the outer end of the fill area which forms the E side of the entrance to Indiana Harbor. The bank has several ridges with depths of 15 to 18 feet near its inner end, and has depths of 22 to 30 feet near its outer end. A lighted gong buoy marks the E side of the bank.

(440) A wreck, covered 21 feet, is N of Indiana Shoals, 6.2 miles NE of the entrance to Indiana Harbor. The wreck is marked on the W side by a buoy.

Table of Selected Chart Notes

Pump-out facilities

Corrected through NM Jan. 13/07
Corrected through LNM Jan. 16/07

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Chicago, IL	KWO-39	162.550 MHz
Crystal Lake, IL	KXJ-41	162.500 MHz
Lockport, IL	KZZ-81	162.425 MHz
Oshtemo, MI	WWF-34	162.475 MHz
Racine, WI	KZZ-76	162.450 MHz
South Bend, IN	WXJ-57	162.400 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
Ⓐ(Accurate location) Ⓜ(Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.128° northward and 0.168° westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrography, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL

8970.....89,700 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators)

M	Master
W	Secondary
X	Secondary
Y	Secondary
Z	Secondary

EXAMPLE: 8970-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bandied in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

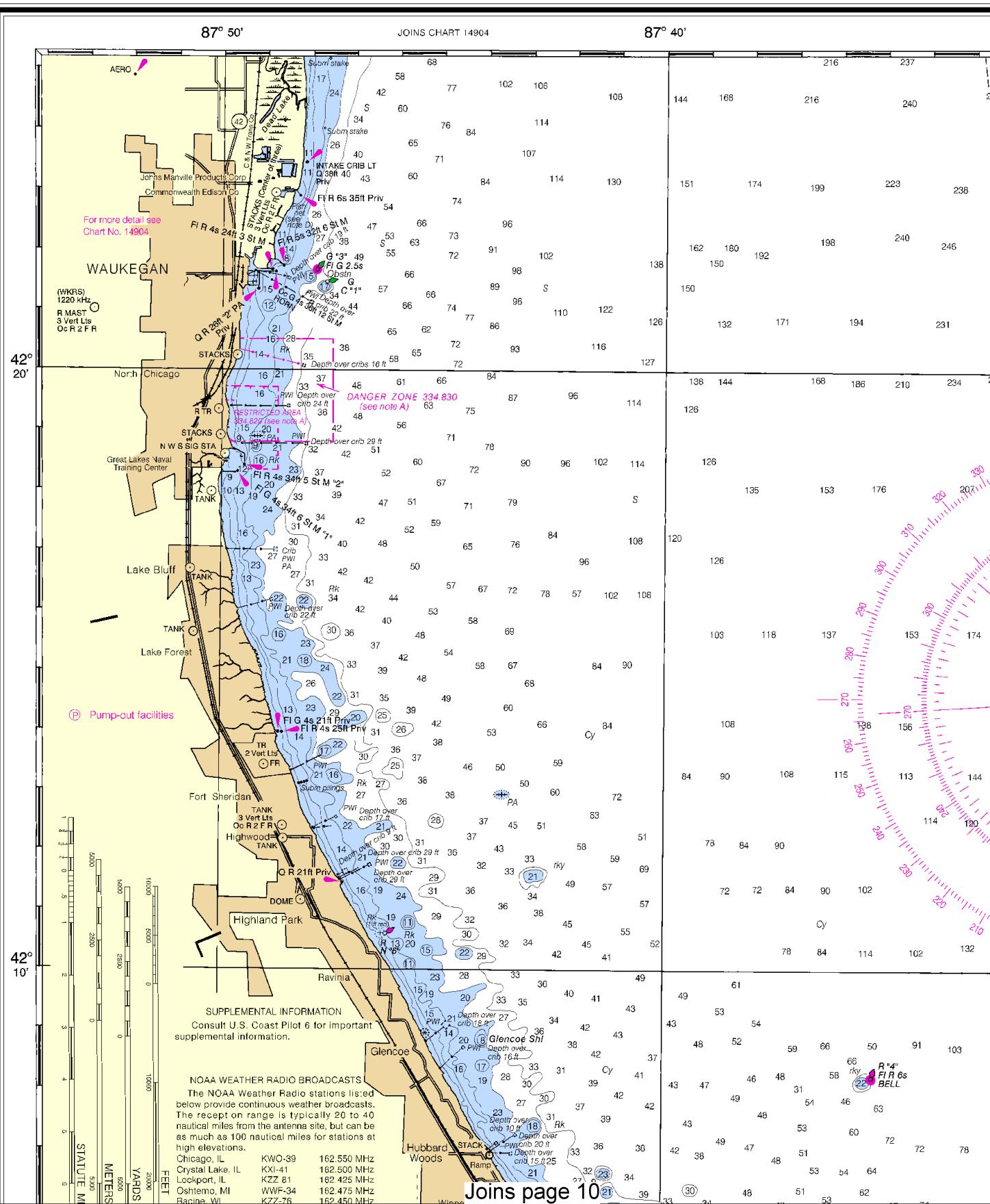
NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....577.5ft.
Referred to mean water level at Rimouski, Québec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

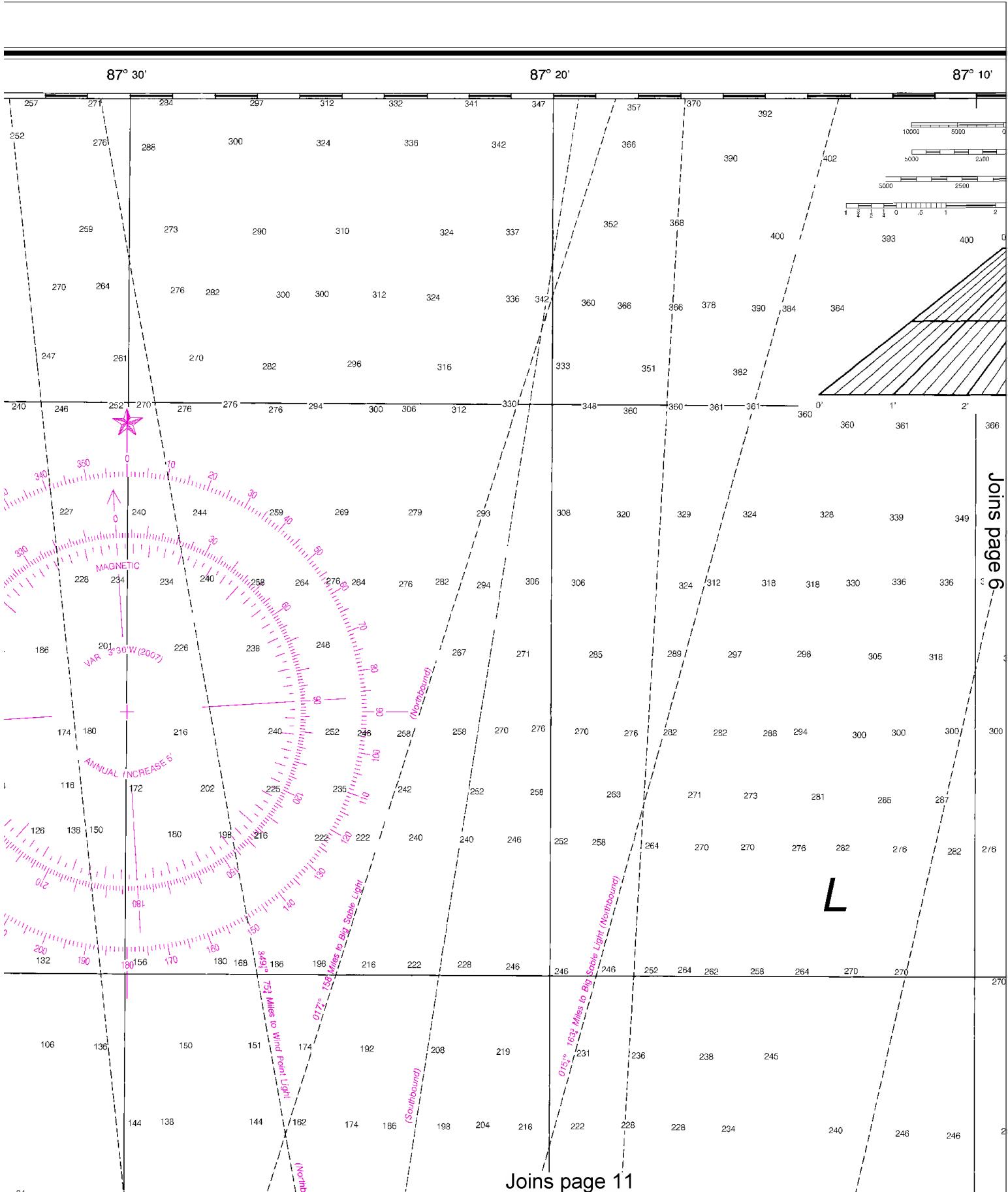
14905

LORAN-C OVERPRINTED



4



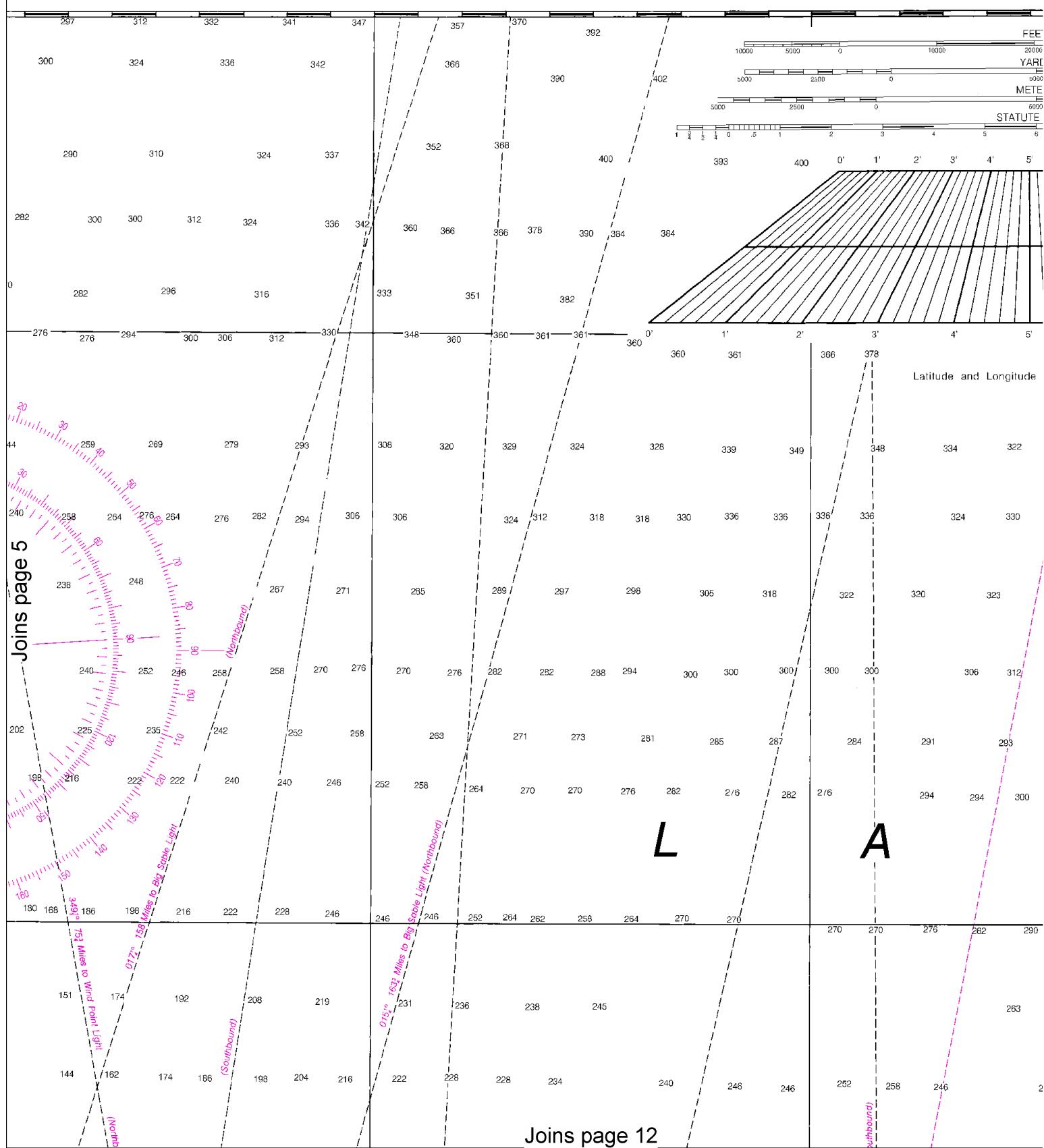


This BookletChart was reduced to 75% of the original chart scale.

The new scale is 1:160000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

87° 20'

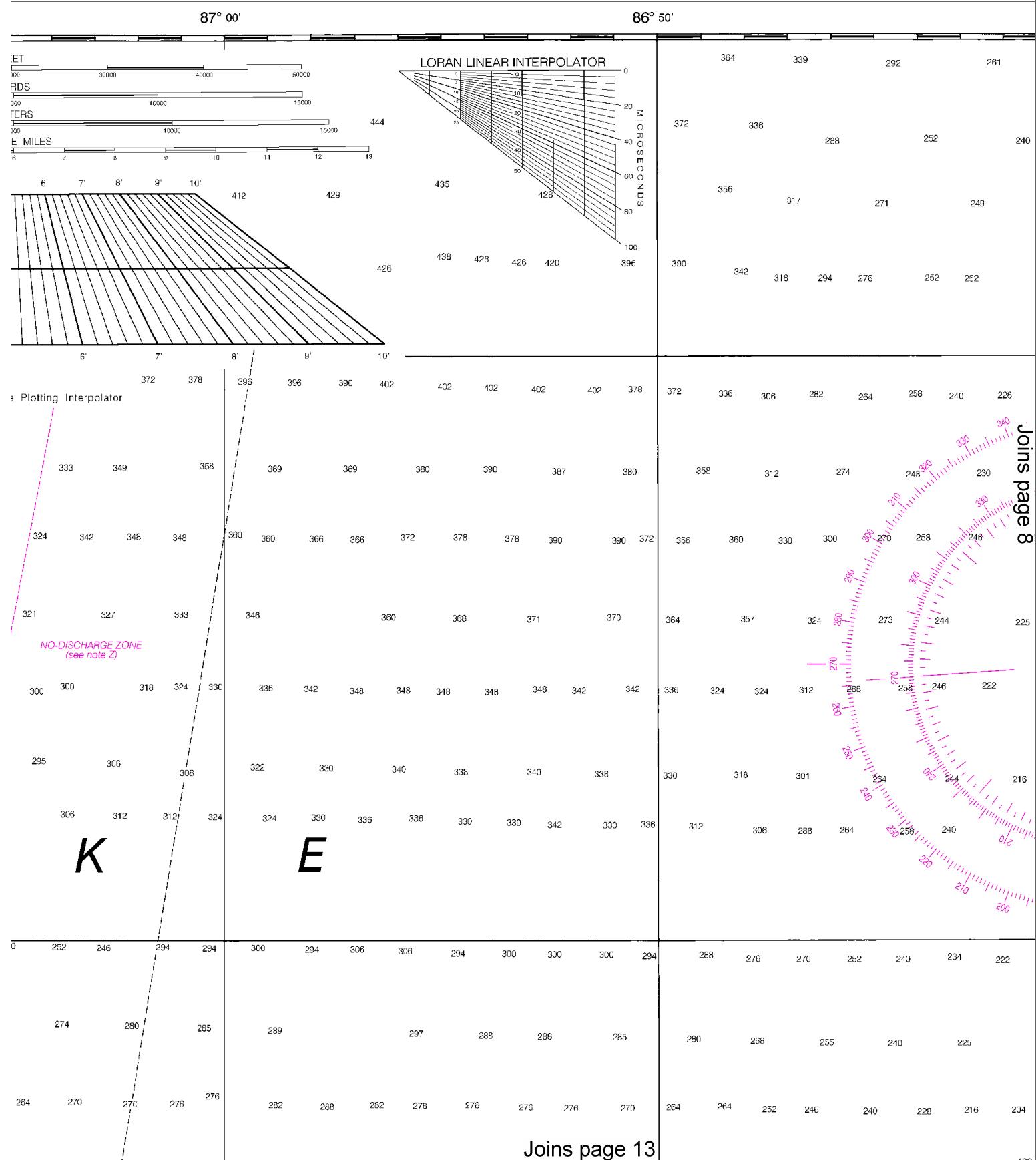
87° 10'



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6

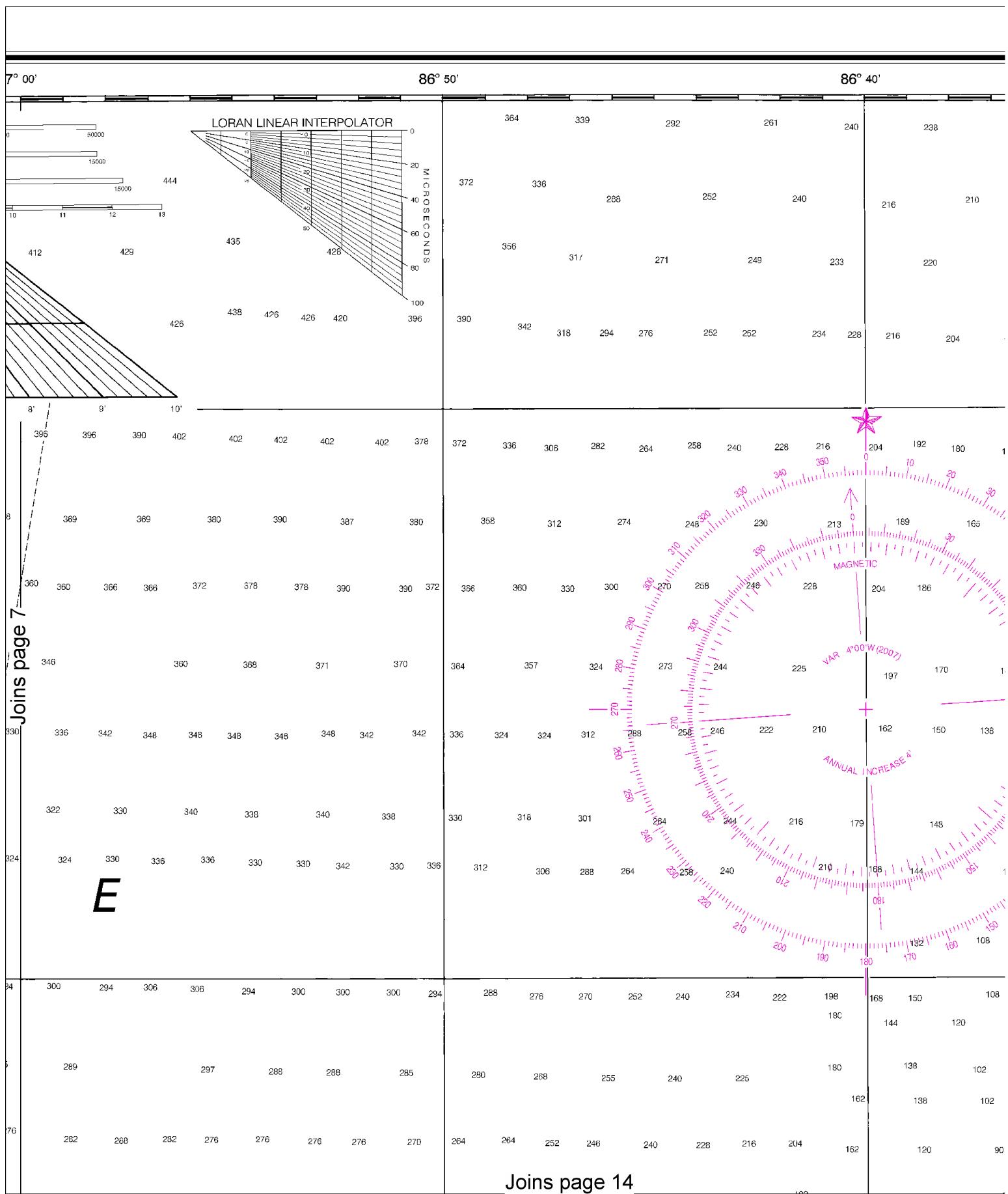




This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,

NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.



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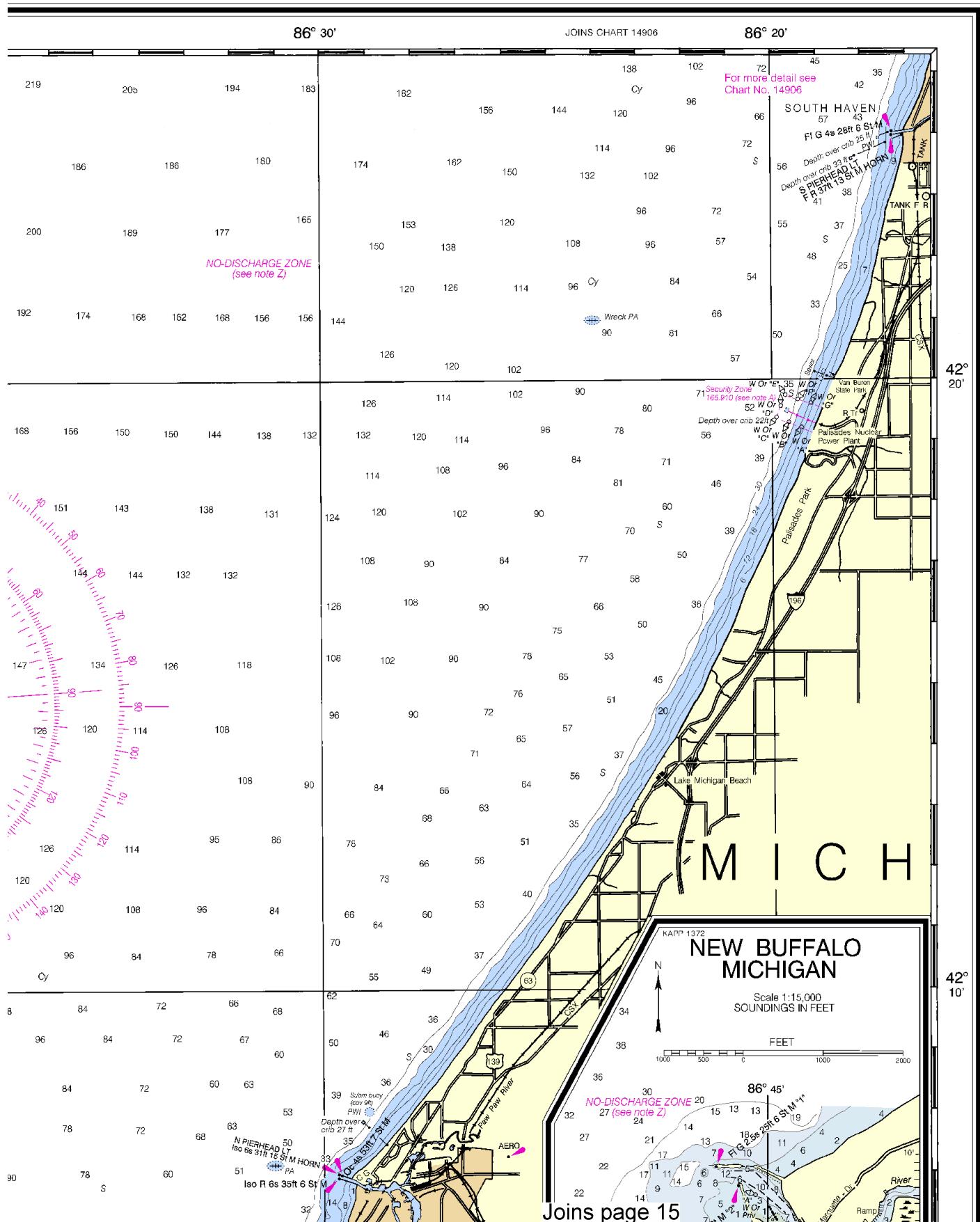
8



SOUNDINGS IN FATHOMS

14905

OBAN-C OVERBINTED



Joins page 15

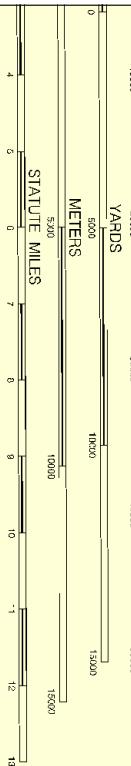
supplemental information.

Joins page 4

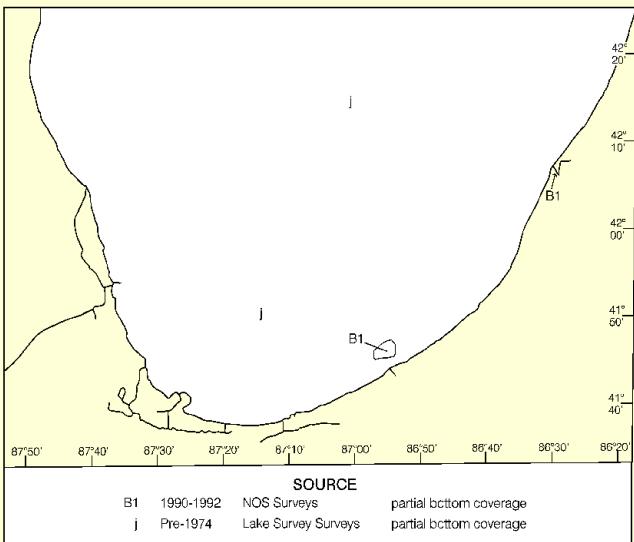
NOAA WEATHER RADIO BROADCASTS

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Racine, WI	KZZ-76	162.450 MHz
South Bend, IN	WXJ-57	162.400 MHz



Extreme Levels (period of record)
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.



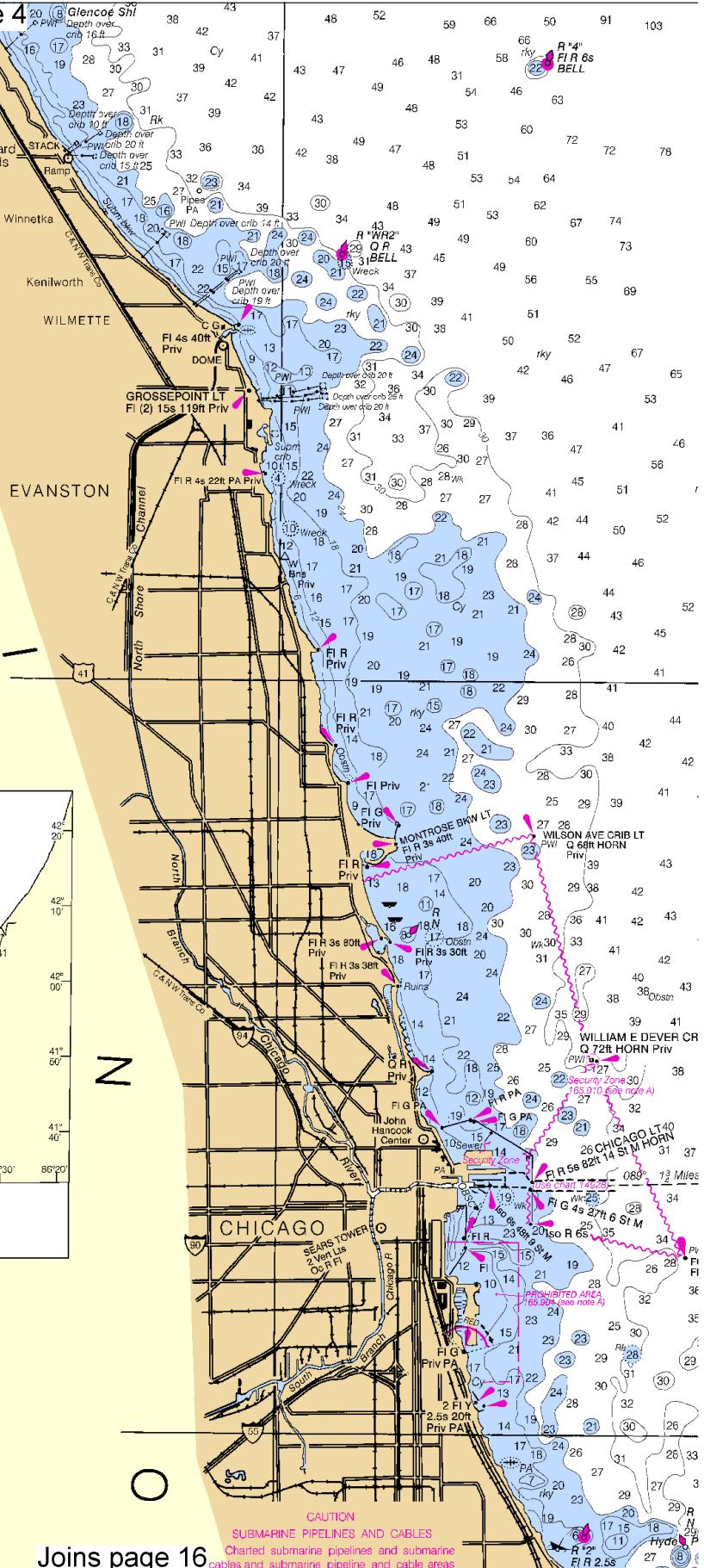
SOURCE DIAGRAM

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NOTE A

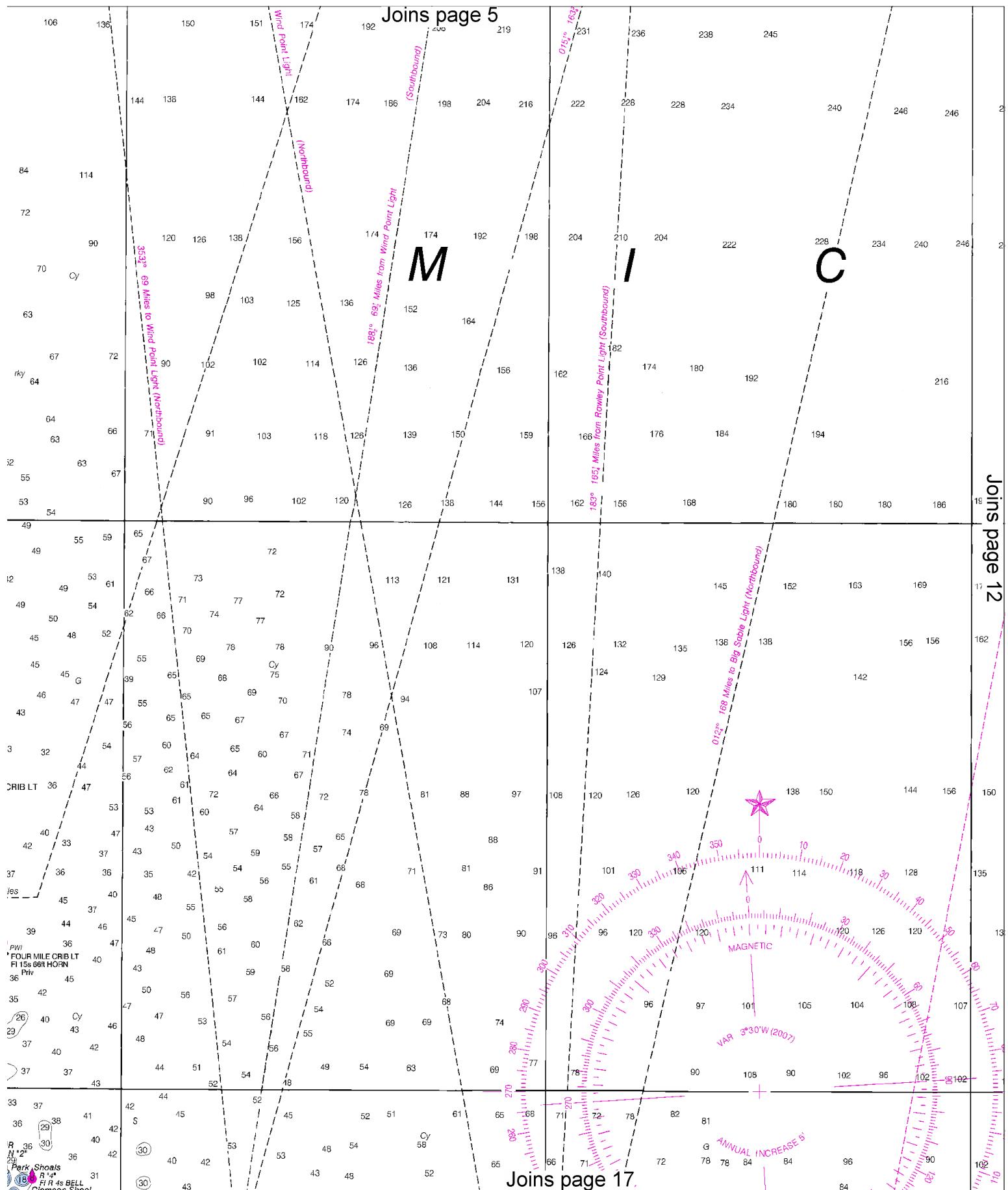
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Refer to charted regulation section numbers.

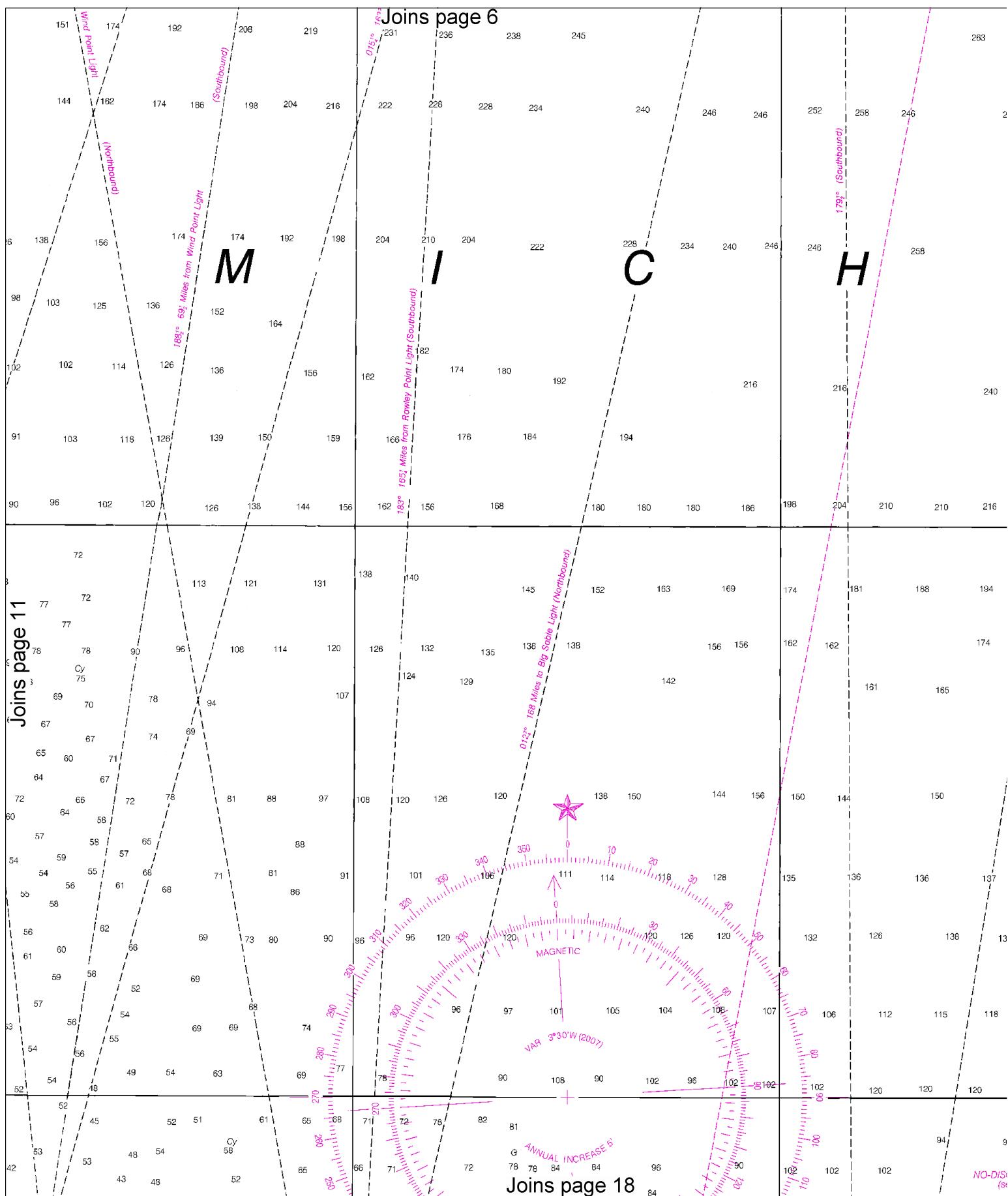


Joins page 16





Joins page 6



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Joins page 8

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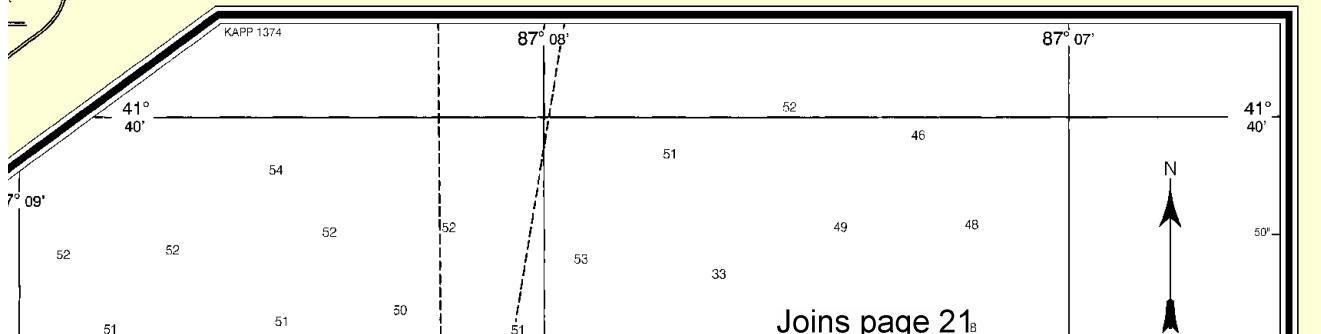
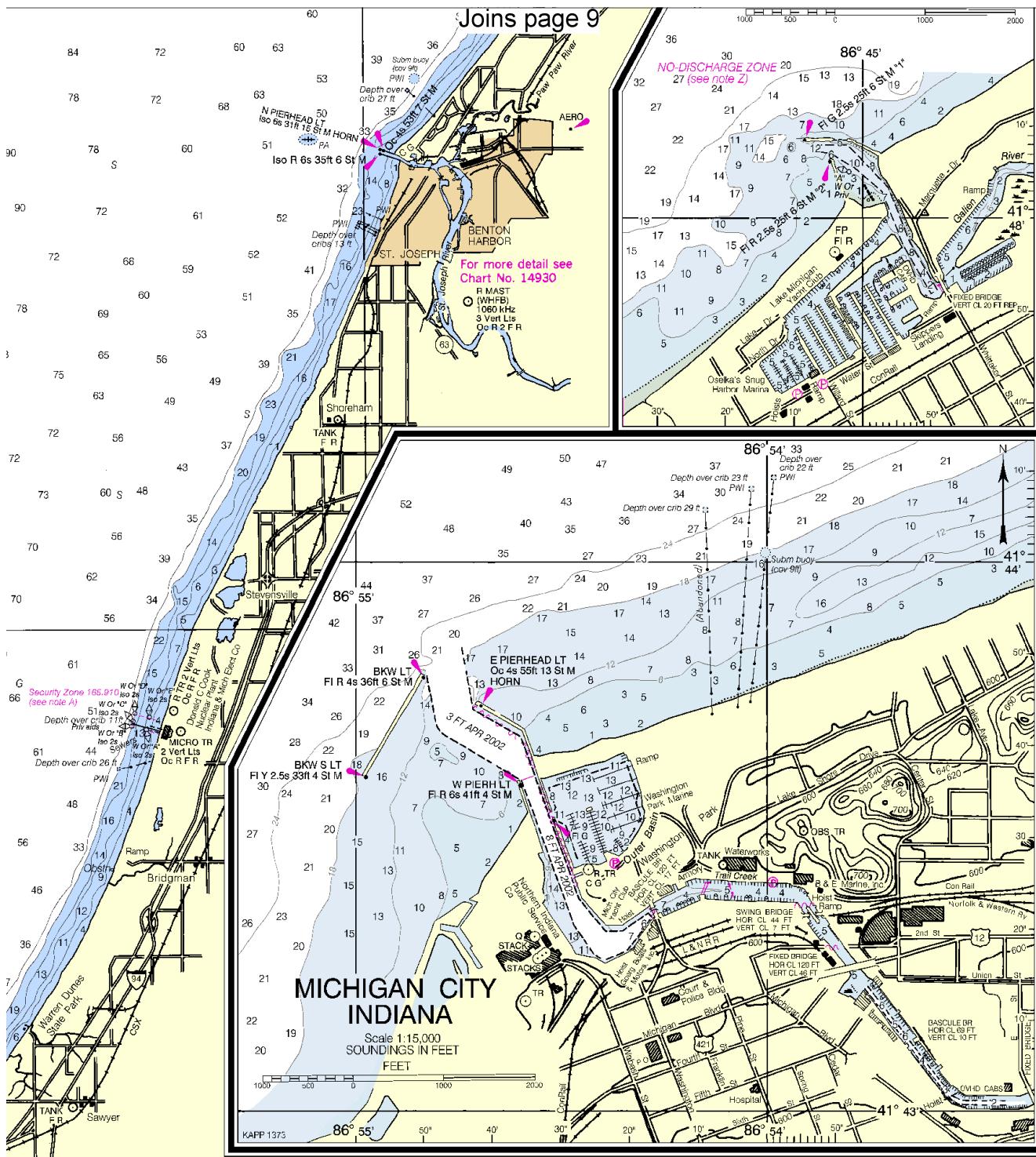
Joins page 13

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NOTE A

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Refer to charted regulation section numbers.



UNITED STATES - GREAT LAKES LAKE MICHIGAN WAUKEGAN TO SOUTH HAVEN

Polyconic Projection

Scale 1:120,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....577.5ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

NOTE D

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CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

POTABLE WATER INTAKE (PWI)
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

87° 50'



CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

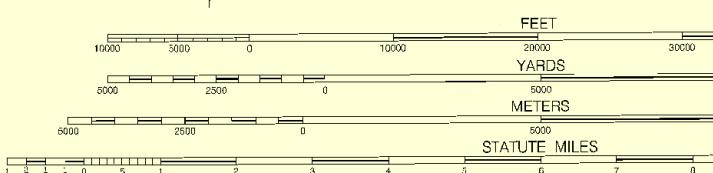
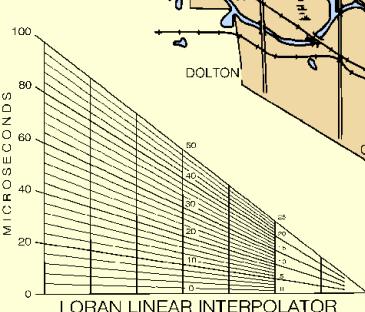
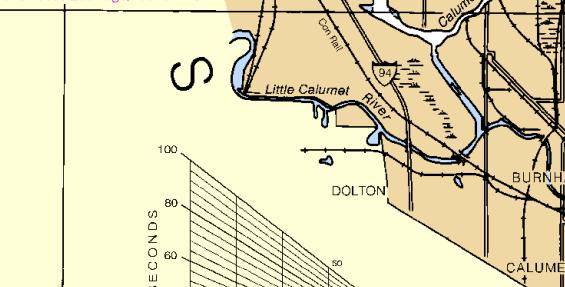
Pipeline Area Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

NOTF Z
NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vndznozone.html.



87° 40'

31st Ed., Jan. /07 ■ Corrected through NM Jan. 13/07
Corrected through LNM Jan. 16/07

14905

LORAN-C OVERPRINTED

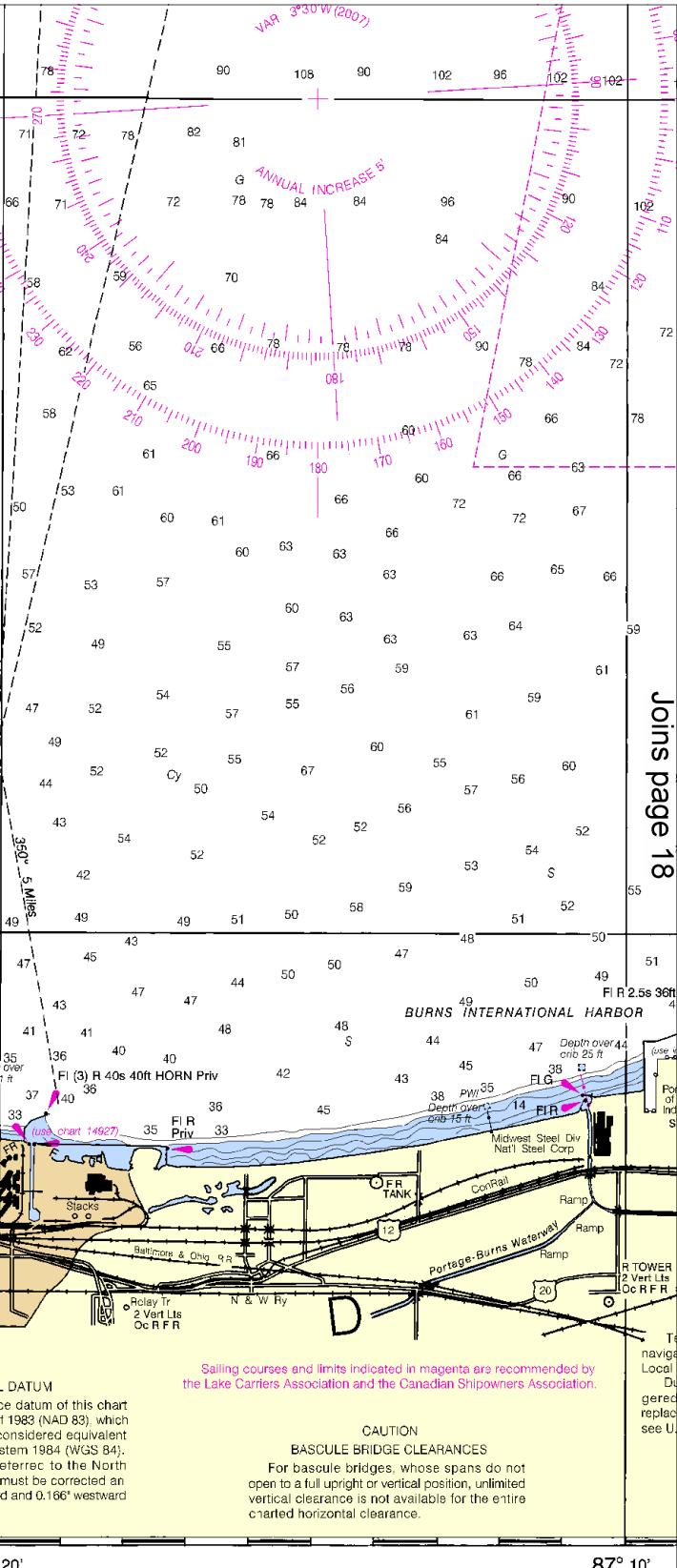
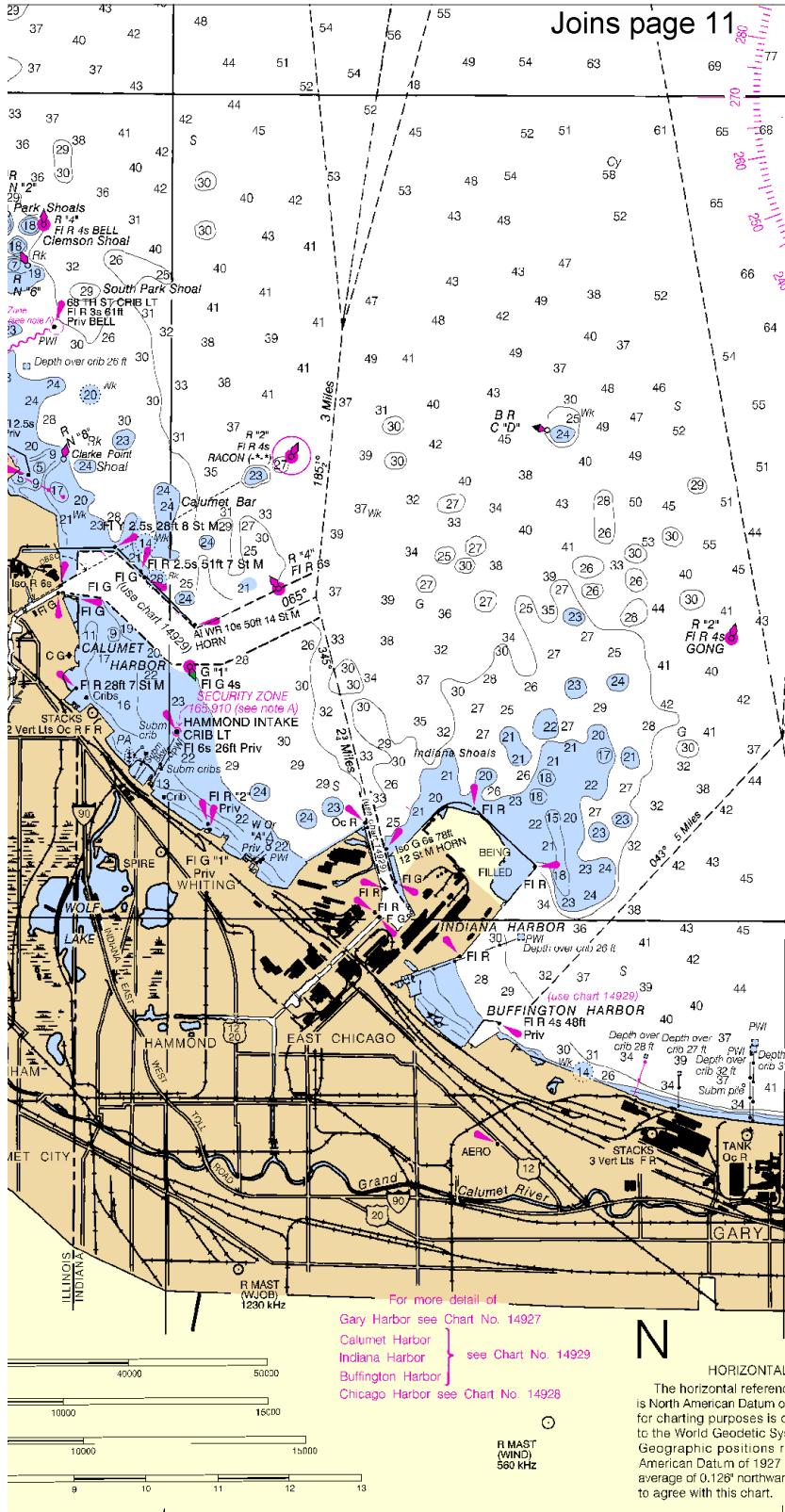
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This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or comments to the Chief, Marine Chart Division (NCS2), National Service, NOAA, Silver Spring, Maryland 20910-3282.

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Joins page 11

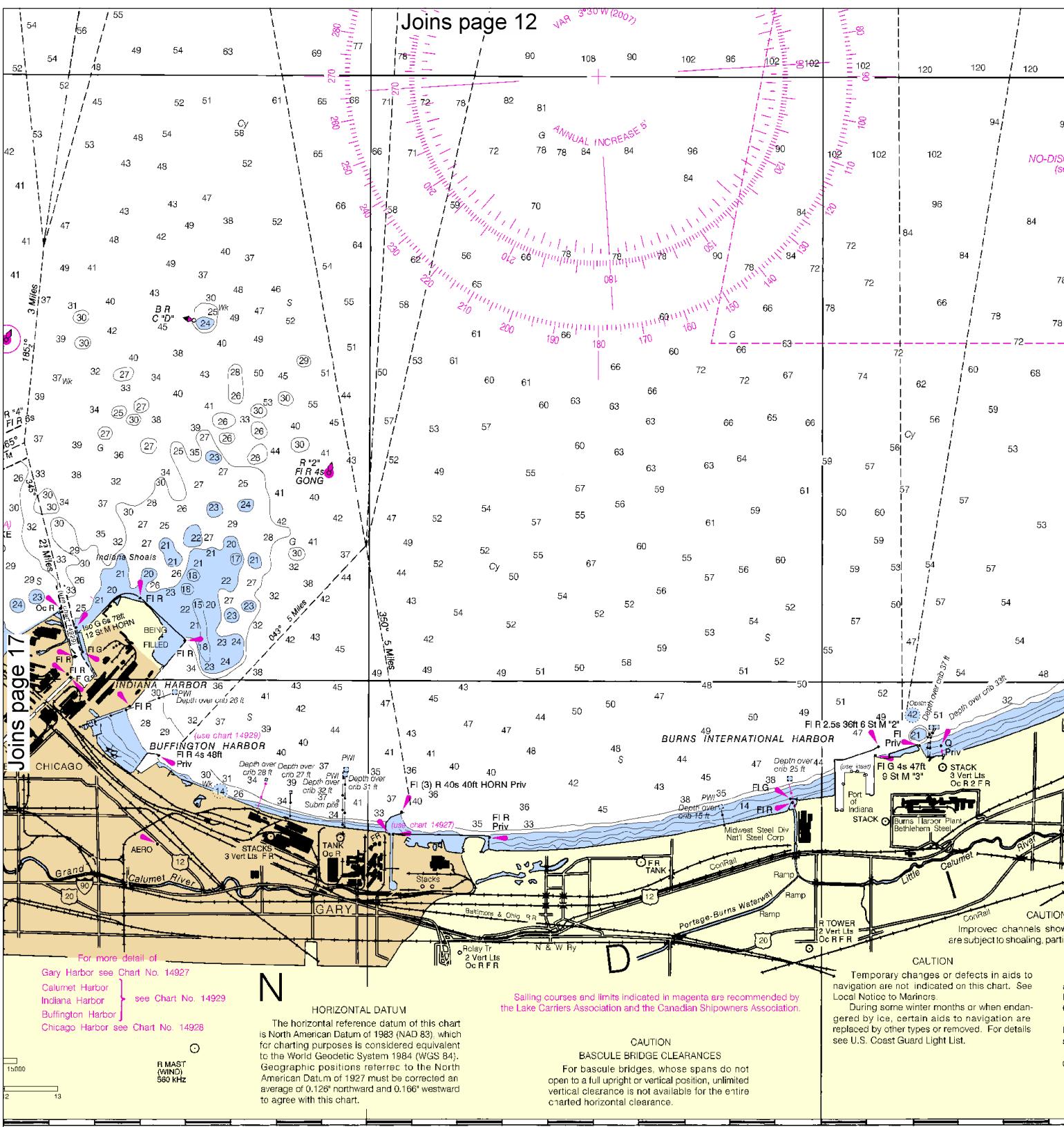


SOUNDINGS IN FEET

n. The National
Comments for
National Ocean

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, or helo@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or cm.



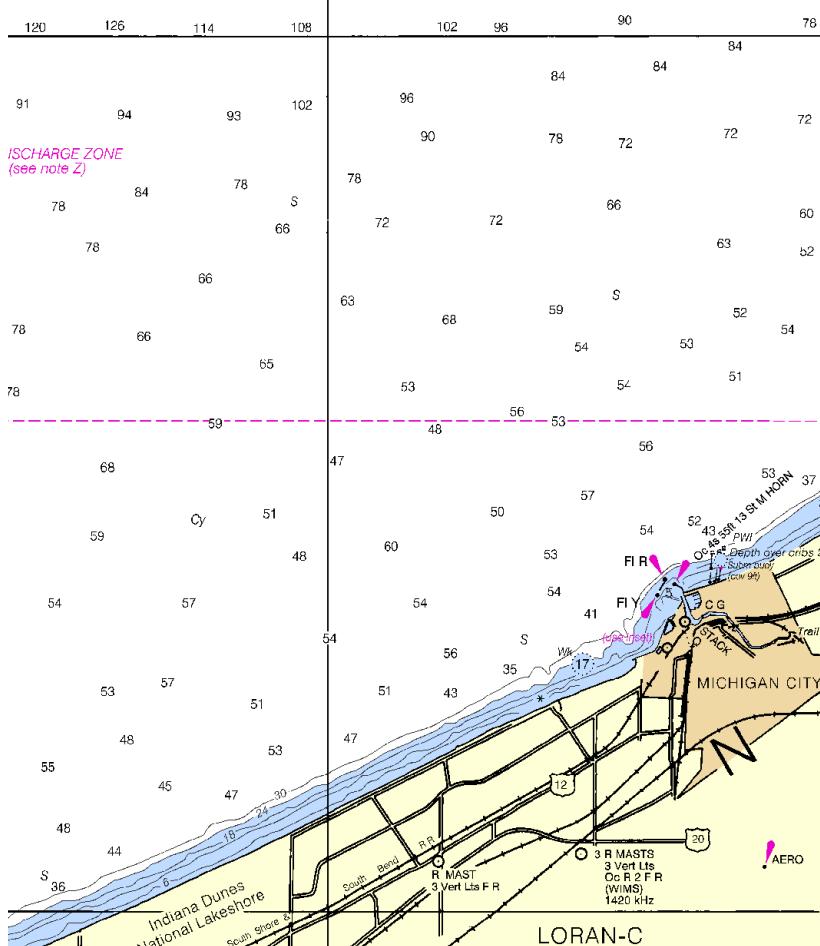
SOUNDINGS IN FEET

18



Published at Was
U.S. DEPARTMENT
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST SURVEY

ISCHARGE ZONE
(see note Z)



RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the $\frac{1}{4}$ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

ON
own by broken lines
particularly at the edges.

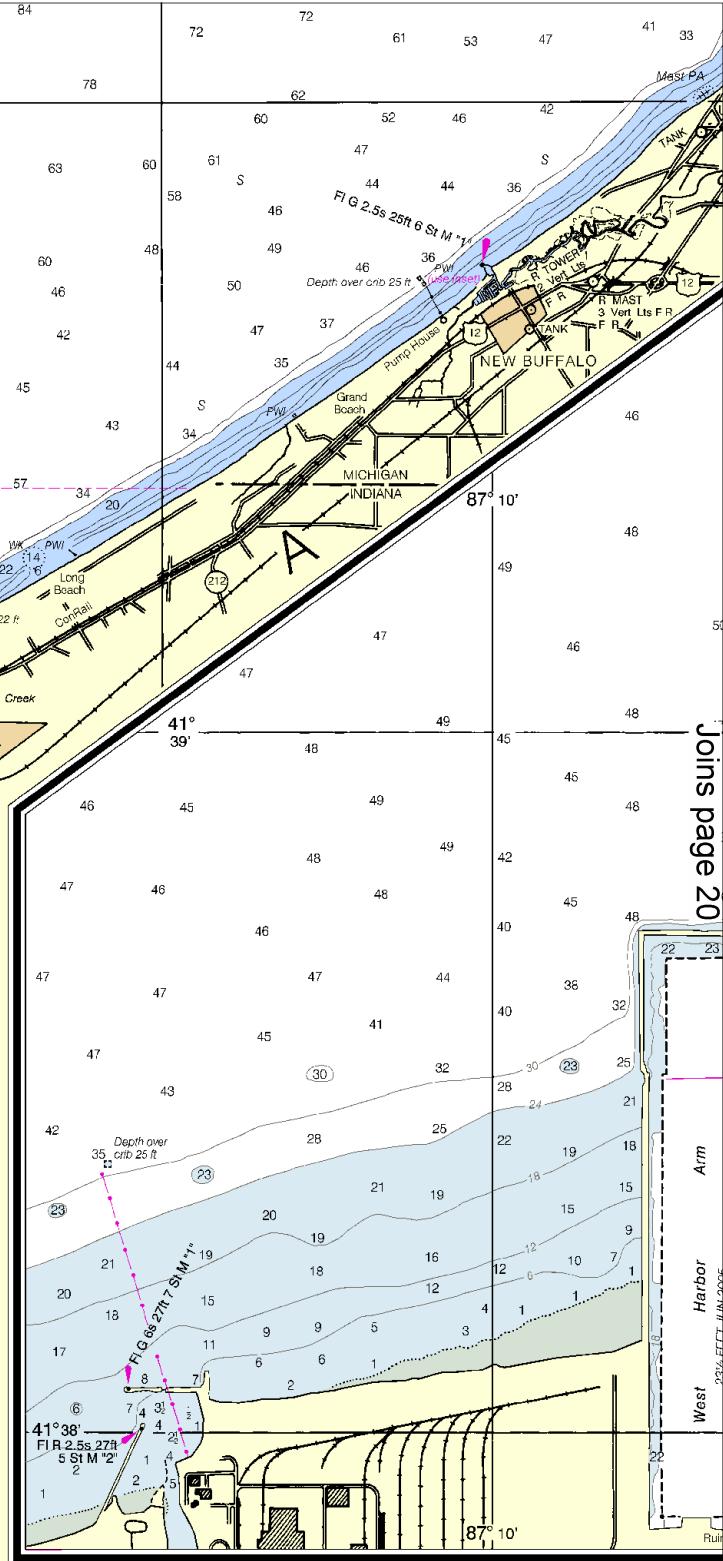
CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

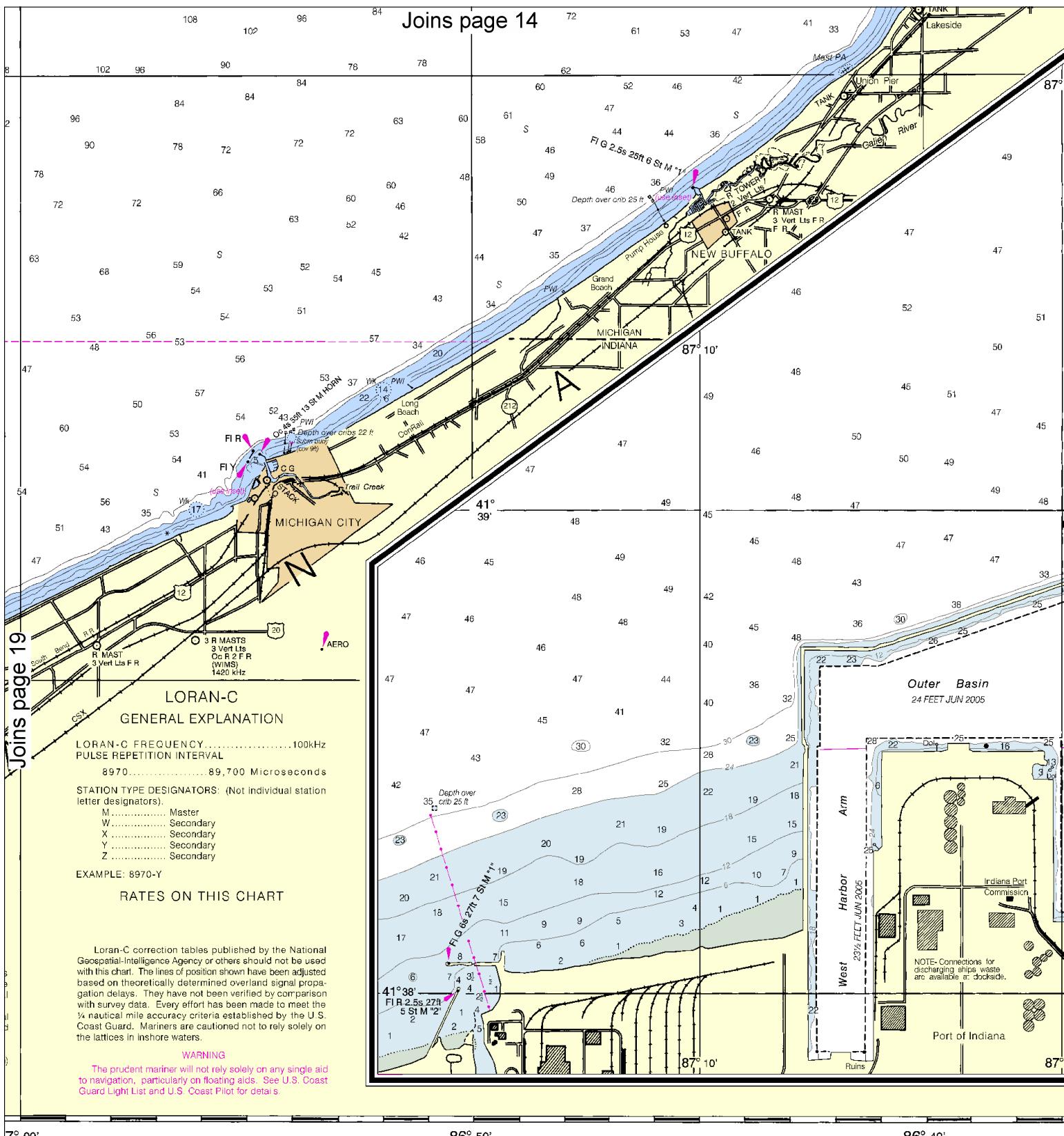
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

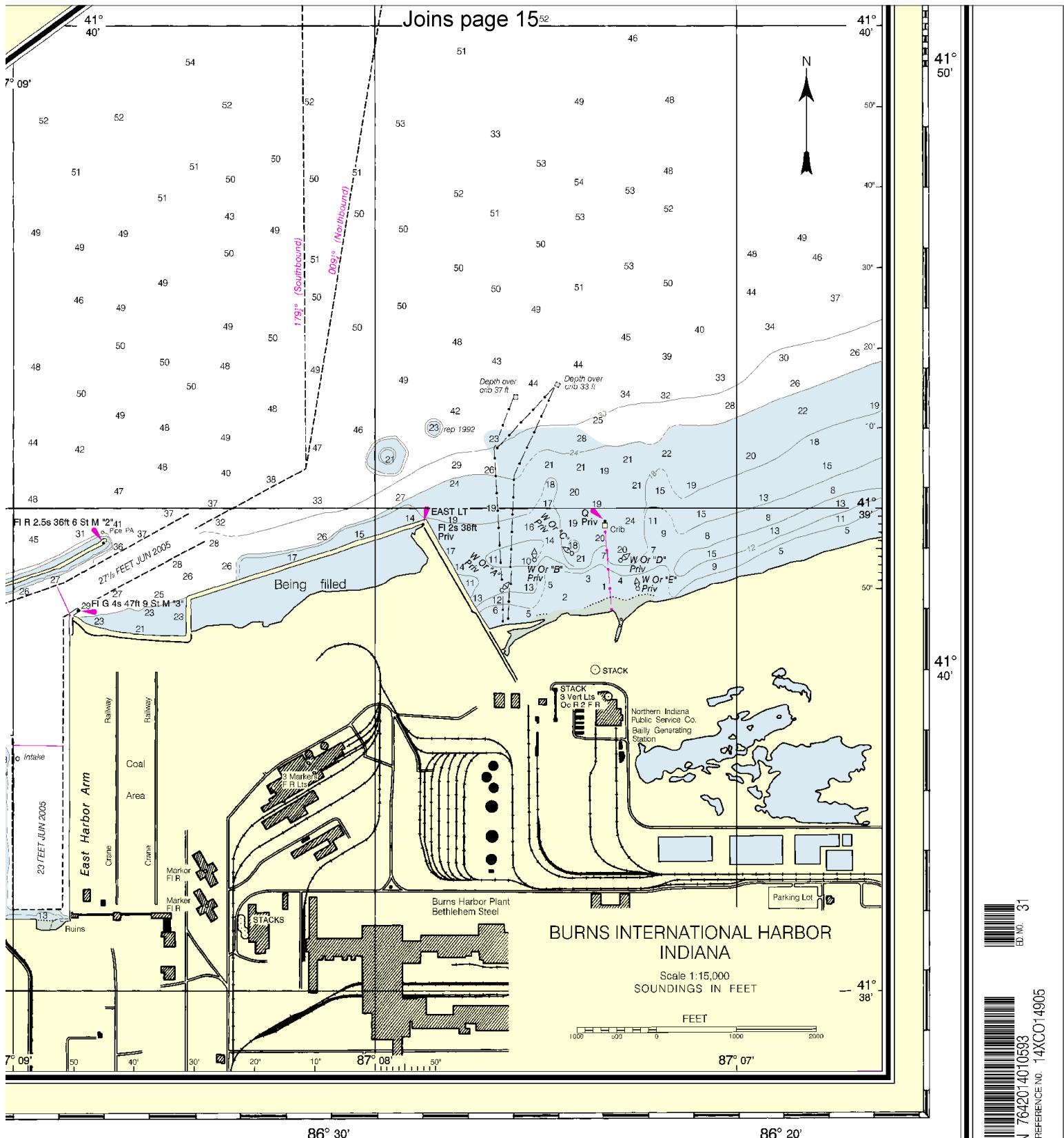
○ (Accurate location) ◊ (Approximate location)



Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL GEOSPHERIC ADMINISTRATION
COAST SURVEY



Joins page 15



Waukegan to South Haven
SOUNDINGS IN FEET - SCALE 1:120,000

14905

LORAN-C OVERPRINTED

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
i	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
j	1	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
k	1	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

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31
D. NO.

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard S & R (Great Lakes) – 616-850-2501

Coast Guard S & R (Milwaukee) – 414-747-7182

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

